



Secondary Road Patrol and Traffic Accident Prevention (SRP) Program

ANNUAL REPORT

Fiscal Year 2002

(October 1, 2001 - September 30, 2002)

Compiled from data submitted to the
Office of Highway Safety Planning
Lansing, Michigan

FOREWORD

The Office of Highway Safety Planning (OHSP) appreciates the opportunity to work with Michigan's Sheriffs in promoting traffic safety. We believe the Secondary Road Patrol and Traffic Accident Prevention (SRP) program can have a significant impact in reducing the number of traffic crashes on secondary roads. We look forward to the continued success of the SRP program.

For those interested in accessing this report through the Internet, you can find our Website at **<http://www.michigan.gov/msp>**, click on Services to Governmental Agencies, Office of Highway Safety Planning, Safety Programs.

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Division Director
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April 1, 2003

ACKNOWLEDGMENTS

This report was compiled by the Office of Highway Safety Planning
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TABLE OF CONTENTS

Introduction	1
Excerpts from Public Act 416 of 1978, As Amended	2
PART ONE - LAW ENFORCEMENT COORDINATION, TRAINING AND COMMUNICATIONS	
Sheriff Reports	4
Coordination of Law Enforcement Agencies	4
Law Enforcement Training	4
Communication Systems	5
Recommendations	5
Improving Law Enforcement Coordination	5
Improving Law Enforcement Training	5
Improving Law Enforcement Communications	6
PART TWO - IMPACT AND COST EFFECTIVENESS STUDY	
Evaluation Background Information	7
Number of Counties Included in Evaluation	7
Data Collection and Definitions	7
Evaluation Goals	8
Personnel and Activities Analysis	8
Services Provided	8
Funding	8
Personnel	9
Activity	9
Monitoring	10
Traffic Crashes	11
Cost Effectiveness	11
Synopsis of Activities	12
CONCLUSION	13
P.A. 416 of 1978 as amended by Act 313 of the Public Acts of 1982, being sections 51.76 and 51.77	14

TABLES, CHARTS, AND GRAPHS

Financial Information

SRP Appropriation History	21
SRP Program Funding.....	23
History of SRP Program Expenditures.....	25
2002 SRP Allocation	27
SRP Program Funds Expended	29
SRP Program Funds - County Contribution Only	31

Personnel

Comparison of Number of SRP Deputies and County Funded Road Patrol Deputies 1979-02	33
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Activities

Number of SRP Deputies	35
FY02 Average Activities per SRP Deputy	37
Comparison of Average Activities per SRP Deputy (1992 vs. 2002)	39
Comparison of Average per SRP Deputy (2001 vs. 2002).....	41
Average Traffic Citations per Deputy	43
Average OUIL Arrests per SRP Deputy.....	45
Total OUIL Arrests by SRP Deputies	47

Miscellaneous

2000-01 Michigan Traffic Crash Summary Trends.....	49
2001 Secondary Road Patrol Summary (from Semi-Annual Reports).....	51



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INTRODUCTION

The Secondary Road Patrol and Traffic Accident Prevention program was created by Public Act 416 of 1978. The program is often referred to as the "SRP" or "416" program, and the reader will see those terms used frequently in this report. This state grant program provides county sheriff departments with funding for patrol of county and local roads outside the corporate limits of cities and villages. The program has the legislated primary responsibility of traffic enforcement and traffic accident prevention.

The program began on October 1, 1978, with 78 counties participating. On October 1, 1989, the program was transferred by Executive Order #1989-4 from the Department of Management & Budget's Office of Criminal Justice to the Department of State Police's Office of Highway Safety Planning (OHSP). Public Act 416 of 1978, as amended, requires two reports to be submitted to the Legislature:

- An **Annual Report** containing the recommendations of OHSP on methods of improving coordination of local and state law enforcement agencies in the state, improving law enforcement training programs and improving communications systems of law enforcement agencies, and a description of the role alcohol played in the incidence of fatal and personal injury accidents in the state. This report is due May 1 each year.
- An **Impact and Cost Effectiveness Study** is due April 1 of each year. It should be noted that the allocation designated for General Fund Administration is not sufficient for a complete study of program impact and cost effectiveness. Therefore, this section of the report consists of general observations by OHSP on the impact of program activities.

As in previous years, the **Annual Report** and **Impact and Cost Effectiveness Study** for state fiscal year 2002 (FY02) are combined into a single document, and referred to as the **Annual Report**.

Program data is derived from semi-annual and annual reports submitted by each participating county as part of its reporting requirements. This data is collected on a state fiscal year basis (October 1 through September 30) each year.

EXCERPTS FROM PUBLIC ACT 416 OF 1978 *(For complete law, see page 14)*

The sheriff department is the primary agency responsible for providing certain services on the county primary roads and local roads outside the boundaries of cities and villages. The sheriff department also provides these services on any portion of any other highway or road within the boundaries of a county park.

Services to Be Provided:

- Patrolling and monitoring traffic violations.
- Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's department while providing the services required by the Act.
- Investigating accidents involving motor vehicles.
- Providing emergency assistance to persons on or near a highway or road patrolled as required by the Act.

The sheriff can provide these services on secondary roads within a city or village if the legislative body of the local unit of government passes a resolution requesting the services.

How Funds Can Be Spent:

The counties are required to enter into a contractual arrangement with OHSP in order to receive funds. Funds can be spent as follows:

- Employing additional personnel
- Purchasing additional equipment
- Enforcing laws in state and county parks
- Providing selective motor vehicle inspection programs
- Providing traffic safety information and education programs that are in addition to those provided before the effective date of the Act, October 1, 1978

Allocation of Funds Under the Act:

“ . . . a county's share of the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to Section 12 of Act No. 51 of the Public Acts of 1951, as amended, being Section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976 through June 30, 1977.”

Maintenance of Effort (MOE):

SRP funds are mandated to *supplement* secondary road patrol efforts by counties, *not to supplant, or replace county funding*. Counties are ineligible for SRP funding if they reduce the level of County-Funded Road Patrol (CFRP) deputies unless they can prove economic hardship and are forced to reduce general services commensurate with the reduction in road patrol. *“An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions and is not merely reducing law enforcement services”* (Section 51.77(1)). This provision is known as the "Maintenance of Effort," or MOE. Counties are required to report the number of deputies they have at the beginning of each funding year. These figures are compared with those reported for October 1, 1978. If the county has fewer county supported deputies, they must either replace the personnel or prove economic hardship in order to receive SRP funds. If reductions become necessary, the county is required to report this to OHSP who will determine if the reduction meets the requirements of the Act.

Part One:
**LAW ENFORCEMENT COORDINATION,
TRAINING AND COMMUNICATIONS**

I. SHERIFF REPORTS

Initial Report data is derived from the application submitted to OHSP by the participating agencies.

Coordination of Law Enforcement Agencies

Law enforcement coordination methods range from formal written agreements that identify primary responsibility for specific functions and areas of service, to informal verbal agreements. The informal agreements usually establish operational procedures for requesting back-up support between participating agencies. Many sheriff departments have mutual aid agreements which usually identify the interagency resources that can be provided in the event of a major policing problem within the county. Resources may be in the form of either additional personnel or technical expertise that is not normally required by the smaller agencies.

The law requires that each sheriff, the director of the Michigan Department of State Police and the division director of the Office of Highway Safety Planning (OHSP) meet and develop a Law Enforcement Plan for the unincorporated areas of each participating county.

In 2001, written law enforcement agreements were obtained from all counties in the program. These will be updated at least every 4 years, after an election year, and more often if changes occur. Sixty-nine sheriffs indicated involvement in county and area law enforcement associations or councils for purposes of coordinating criminal intelligence data, traffic problems of mutual concern and investigative deployment in conjunction with undercover operations. Seventy-seven sheriffs reported that they provide or participate in a centralized communications system, which is another form of coordination between law enforcement agencies and with other public safety and emergency service providers. The Michigan Sheriffs Association (MSA) represents the interests of all sheriff departments and coordinates issues of statewide concern after receiving input from the sheriffs.

Law Enforcement Training

Based on Initial Reports, the most important training attended by deputies during the past year was Firearms/Weapons, Legal Update, Domestic/Juvenile/Spouse Abuse and Alcohol Enforcement Training. They report that they have a need for additional training in the areas of Report Writing, Looking Beyond the Stop, Pursuit Driving and Self-Defense/Restraint Equipment. Training programs are carried out through in-service programs within departments and by regional law enforcement training academies and consortiums. Information from the Annual Program Report indicates that 77 agencies

report providing in-service training sessions to certified road patrol officers. A total of 3,574 sessions were held, resulting in 55,154 hours of instruction to 3,676 officers.

Communication Systems

Most sheriffs report that basic levels of communications are available for emergency response. All county agencies have access to the Law Enforcement Information Network (LEIN).

II. RECOMMENDATIONS

Improving Law Enforcement Coordination

Cooperation between county, local and state agencies appears to be the key toward improvements in this area. These cooperative efforts are reducing duplication and ensure the maximum use of available resources. Some of the recommendations provided by county agencies include:

- Central dispatch radio system improvements
- Regularly scheduled meetings for sharing of information and improving attendance
- Joint training opportunities
- Common working frequency for law enforcement agencies
- Centralized record system
- Multijurisdictional task forces, investigative teams and law enforcement centers

Improving Law Enforcement Training

Based on input from participating agencies, the recommendations include:

- Standardize in-service training requirements
- Increase availability of train-the-trainer programs
- Coordinate training programs between agencies

The Office of Highway Safety Planning offered training to all law enforcement agencies in the following program areas:

- **Standardized Field Sobriety Testing** – Four types of SFST training was offered throughout the year - train the trainer course, instructor update training, practitioner training and HGN training. As a result, there are 25 new instructors; 65 trainers were updated; 252 practitioners received training and 40 students became proficient in HGN.
- **Spotlight** – Twenty-eight of Michigan's 83 counties participated in Spotlight.
- **L.E.G.A.L.** –Over 3,300 officers and/or retailers have been trained in LEGAL.
- **Party Patrol** – Five Party Patrol grants were awarded.

- **SRP Annual Training** – Training was provided by specialists on topics such as Accident Reconstruction Update, Michigan Vehicle Code Update, CCW, Fraudulent Driver's License Identification and Investigation, Clandestine Meth Lab Awareness and Safety, Commercial Motor Vehicle, UD-10, Attack on America: Six Keys to Stress Free Living and other emerging issues.

Improving Law Enforcement Communications

Most counties indicate a need for continued development of communications systems, statewide. In the initial reports filed earlier this fiscal year, four counties indicate that citizens are still required to use individual phone numbers for each emergency service. The result is potential confusion and increased response times for emergency service. Other improvements needed include:

- **Equipment** - Some agencies have indicated continued deficiencies in communications equipment that impact local emergency operations.

There were fifteen counties identified in which officers are not always able to communicate with their radio dispatcher from their patrol vehicle. Others report that officers are not equipped with portable radios when away from the patrol car. Of those counties without ability to communicate in some areas, it was reported that the average county area in which officers do not have reliable communication with dispatch is less than 9 percent. This results in an environment that is hazardous for the officer and citizens as well. One of the factors involved is that much of the communications equipment originally purchased for the existing dispatch facilities and field units has become outdated, in need of continual repair or become completely inoperable. Agencies cite a need for additional funding to purchase hand-held radios, high band radio systems, and other updated communications equipment.

- **Mutual Frequencies** - As staff shortages become more of a reality, agencies are required to depend upon neighboring departments for assistance. This means a greater need for officers to be equipped with radios operating on mutual frequencies. This is particularly important during incidents such as major traffic crashes, hostage incidents, barricaded suspects, etc., where communication between different agencies is critical.
- **Legislation** - There has been a continued need for improved legislative initiatives for funding of Emergency 9-1-1 System and central dispatch systems.

<p style="text-align: center;"><i>Part Two:</i> IMPACT AND COST EFFECTIVENESS STUDY</p>
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I. EVALUATION BACKGROUND INFORMATION

Number of Counties Included in Evaluation

Maintenance of Effort (MOE) and crash data include all 83 counties. FY02 activity data include 82 of Michigan's 83 counties (Iosco county did not qualify for FY02 SRP program funding).

Data Collection and Definitions

Data was submitted by 82 counties that participated in FY02.

Definitions of variables used in this report.

- **Accident Investigation** - Response to reported accidents, initial investigation and evidence collection.
- **Accident (or Crash)** - A motor vehicle crash that has been reported to the Michigan State Police by state, county or local law enforcement. With few exceptions, OHSP prefers the term "crash" because it does not infer or assign responsibility for the act. The exception is when one discusses acts of intent. For example, if a fugitive intentionally crashes his/her car into a patrol car in an effort to elude police, the crash is deemed "intentional," and is not reported to the State as a traffic "crash."
- **Alcohol-Related Accidents (Crashes)** - Traffic crashes where one or more of the drivers involved Had Been Drinking (HBD).
- **Arrests** - Criminal arrests, either felony or misdemeanor.
- **Citations** - All violations of either a state law or local ordinance, both moving and non-moving violations.
- **Crime** - Felony and misdemeanor crimes that have been reported to the Michigan State Police Uniform Crime Reporting System by state, county and local agencies as substantiated crimes.
- **Criminal Complaint Responses** - The response to any situation where a citizen reports that a crime (felony or misdemeanor) was committed or is in progress.
- **Law Enforcement Assistance** - Assisting a law enforcement officer of a different department (state or local) or of the same department. This includes Department of Natural Resources officers, Liquor Control Commission personnel, etc.

- **Motorist Assist** - Assisting citizens who need help. This is primarily where an automobile becomes inoperative and the citizen is stranded.

Evaluation Goals

- To determine whether the counties are continuing to maintain the support of their county supported road patrol at a level comparable to or greater than the base line period of October 1, 1978.
- To determine the activity level of Secondary Road Patrol Program deputies.

II. PERSONNEL AND ACTIVITIES ANALYSIS

Activity data is derived from semi-annual program reports submitted to OHSP by participating agencies. This activity is compiled on a fiscal year basis (October 1, 2001, through September 30, 2002).

Services Provided

When the SRP program began in FY79 many counties used a portion of the funds for vehicle inspection and traffic safety education programs. The vehicle inspection program consists primarily of stopping vehicles where it is apparent that certain safety equipment is in need of repair, and issuing a repair and report citation. In most situations, the citation is voided when the owner can substantiate that the necessary repairs have been made.

While the number of vehicle inspections have declined, traffic safety education programs continue to be provided. The main focus of the SRP program, however, continues to be traffic enforcement.

Funding

Beginning with FY92, the program began a transition from 100 percent General Fund support to one funded partially by General Fund monies along with surcharges on traffic citations (Restricted Funds). Public Act 163 of 1991 mandated that five dollars (\$5) be assessed to violators of most moving violations, and that the \$5 surcharge be deposited into a Secondary Road Patrol and Training Fund. The funding is used for Secondary Road Patrol and Accident Prevention grants and police officer training through the Michigan Commission on Law Enforcement Standards (COLES). In December 2001, this surcharge was increased to \$10, and the General Fund portion was decreased for FY 02. The General Fund appropriation will be eliminated in 2003 and subsequent years.

It is the intent of OHSP to distribute to the counties every dollar of available funds for enforcement of P.A. 416 while maintaining fiscal integrity of the program. To accomplish this, each July OHSP estimates the amount of funding for the fiscal year beginning October 1, applies a distribution formula as prescribed by law, and notifies each county of its annual allocation. The estimate is based on:

- Actual Surcharge revenues for the first nine months of the fiscal year
- Plus an estimation of Surcharge revenues for the last three months of the fiscal year
- Plus appropriated GF/GP monies
- Plus any projected carryover funds from the current fiscal year
- Minus a Reserve for fiscal integrity

Revenues generated by the surcharge program, including carryover funds from 2001, account for about 88 percent of funding allocated to counties in 2002. However, it is impossible to predict with certainty the amount of revenue that will be generated by the surcharge program. State law does not permit program expenditures to exceed financial support, and actual receipts have been known to fall short of the estimate. To guard against the possibility of violating State law, OHSP believes it is fiscally prudent to reduce the annual estimate by a modest amount which is held in reserve. If the July estimation of revenues holds true for the entire fiscal year, OHSP carries this reserve, along with any other unused restricted monies, into the next fiscal year. Carryover monies are then included in the next fiscal year's total budget. Funds which are not allocated to a county because it did not qualify under the provisions of P.A. 416 remain available to that county throughout the fiscal year, in case they come into compliance. Unused monies from qualifying and non-qualifying counties are added to the next fiscal year's total budget. Unused monies do not accumulate for a county beyond a fiscal year.

Unused GF/GP monies revert back to the general fund at the end of a fiscal year. For this reason, OHSP spends GF/GP monies first, then spends restricted monies. Whatever remains as surplus at the end of a fiscal year is restricted for the following year's SRP program.

Personnel

The largest expenditure of SRP funds each year is for personnel. The expenditures include salaries and fringe benefits.

Number of Road Patrol Deputies in FY02.....	2,560.2
SRP State Funded	192.7
County Funded	1,521.1
Locally Funded	681.6
Other Funds	164.8

Page 33 shows the number of SRP deputies employed by the program each fiscal year as compared to County-Funded Road Patrol (CFRP) deputies. The graph on page 35 illustrates the number of SRP-funded deputies from 1983 through 2002.

Activity

Deputies assigned to the Secondary Road Program may patrol county local and primary roads, monitor for traffic law violations, and investigate accidents. A deputy observing a criminal law violation while patrolling may make an arrest. They also may take a criminal complaint which occurred in their patrol area if it is brought to the

officer's attention by his/her department. In addition, deputies aid stranded motorists, assist other law enforcement officers, and patrol in county and state parks.

The activity data in the graphs starting on page 37 is based on program reports submitted by each participating agency for FY02. Activity data captured for these graphs include:

- FY02 Average Activities per SRP Deputy
- Comparison of Average Activities per SRP Deputy (1992 vs. 2002)
- Comparison of Average Activities per SRP Deputy (2001 vs. 2002)
- Average Traffic Citations per SRP Deputy
- Average OUIL Arrests Per SRP Deputy
- Total OUIL Arrests by SRP Deputies

Average traffic citations per SRP deputy were down 7 percent in 2002 from the 2001 level. Average OUIL arrests per SRP deputy stayed the same in 2002 compared to 2001. Statewide arrests for OUIL were down 1.4 percent in 2000 from the 1999 level (the latest full year data available at this time). The average level of traffic enforcement activity, a primary focus for Secondary Road Patrol, continued to surpass that of CFRP officers.

One of the most successful aspects of the SRP program has been the annual SRP Training Session. This year's session was opened to other OHSP law enforcement federally funded grantees. The session offered training from specialists on topics such as fraudulent and counterfeit identification, traffic stops, youth alcohol enforcement programs, and several other emerging issues. The training session was expanded to two and one half days beginning in 1997, and continues to be a big success with the officers who attend. This year's session was held April 29, 30 – May 1, 2002 at the Holiday Inn South in Lansing, in conjunction with the annual Michigan Traffic Safety Summit, and was attended by 121 deputies from 75 counties and 53 other law enforcement officers.

Monitoring

OHSP's administrative responsibilities include monitoring the SRP program. Counties are selected each year for monitoring based on length of time since previous monitoring, and results of previous monitorings. In addition, a few are randomly chosen for review. In FY02, OHSP monitored 7 participating counties. Due to a special assignment by the Department, the staff assigned to conduct monitorings was unavailable for a six-month period beginning in August 2001 and extending through January 2002. In addition, OHSP experienced temporary staff reassignments due to the state's early retirement program. As a result, OHSP was unable to conduct the same number of monitoring visits as had been generally possible in past years.

The monitorings have clearly shown that the intent of most participating counties is to operate a program that fully satisfies the requirements of P.A. 416. Monitorings are performed with the idea of working with the county to improve the SRP program, not to be punitive. Through monitoring and training, OHSP is reaching the three segments

that directly affect the program: the sheriff, the SRP deputies, and the county's administrative staff.

The monitoring procedure usually consists of a one-day on-site visit to the county. A representative from OHSP meets with county personnel who oversee the SRP program and financial functions. In most cases, the OHSP representative also has an opportunity to meet with the sheriff. The OHSP representative reviews the previous year's officer "dailies" for all SRP deputies, reconciles expenditures reported during the program year, reviews the county's accounting procedures, and reviews the duty roster or schedule for MOE compliance. The OHSP representative also takes note of the amount of financial supplement provided by the county. Counties are responsible to follow the requirements of P.A. 416 up to the amount allocated. The monitorings conducted by OHSP have shown that the majority of participating counties satisfy the requirements of P.A. 416, that SRP deputies are performing traffic-related duties on secondary roads the majority of the time.

As a result of this monitoring, some counties are asked by OHSP to make certain changes in the way they conduct their SRP program. These requests involve program and financial changes (OHSP later verifies that adjustments were indeed made by the county).

III. TRAFFIC CRASHES

At the time of this report, crash data was accurate through December 31, 2001.

General Crash Trends - There were 1,328 persons killed and 112,294 persons injured in 400,813 reported motor vehicle traffic crashes in Michigan during 2001. Compared with the 2000 experience, deaths decreased 3.9 percent, persons injured decreased 7.8 percent, and total reported crashes decreased 5.7 percent. The 400,813 reported crashes in 2001 represent an economic loss to the State of Michigan in the amount of \$9,421,709,300.

Alcohol/Drug Related Crashes - Of all fatal crashes, 38 percent involved at least one drinking or drug impaired operator or pedestrian.

IV. COST EFFECTIVENESS

A report issued by the Office of Criminal Justice in April 1982 suggested that SRP deputies were more cost effective for patrolling and monitoring traffic than were County-Funded Road Patrol (CFRP) deputies. It was found that the average secondary road patrol deputy cost 13 percent less than a CFRP deputy, while at the same time, productivity of an SRP deputy exceeded that of a CFRP deputy. However, since the duties of SRP deputies differ from those of regular CFRP deputies, it is impossible to make completely accurate cost comparisons between the two. Officers dedicated solely to monitoring traffic understandably produce more traffic-related activity than those who have more diverse responsibilities. In many counties, traffic duty is assigned to deputies with the least seniority, and, therefore, the lowest salaries. Accordingly, one

might expect SRP deputies to routinely earn less than do CFRP deputies, and generate more traffic-related activity than do CFRP deputies.

Information submitted by the counties is not independently verified, and funds appropriated to OHSP for administration are insufficient to conduct a scientific study. There are too many variables that need to be considered and not enough consistency and uniformity in the data provided to OHSP to assure validity to such a study.

Counties budget the program during August and September and provide the best estimate of how SRP funds will be utilized. Each county budgets according to the needs of their particular county. Some counties budget only salaries and wages, while others budget all program expenses. Some counties supplement the program, while others choose only to utilize the state funds that are available (P.A. 416 requires that services need only be provided up to the amount of state funding available).

Total reported program expenditures of \$13,303,126* (SRP monies plus estimated contributions by county funds) supported the full-time equivalent of 193 SRP deputies and related expenses (personnel costs, equipment, vehicle maintenance, uniform allowance, travel, etc.) in FY02, equating to a total cost per SRP deputy of \$68,928. Since counties are not required to use SRP funds for personnel costs exclusively, this figure can fluctuate greatly from year to year, and should not be used for multi-year comparisons. For example, a county may use a large percentage of its allocation for SRP personnel costs one year, while choosing to purchase more equipment (a new vehicle, speed measuring devices, breath testing equipment, etc.) the next. The more SRP deputies that are supported by the program, the lower the total cost will be per SRP Deputy.

*(see page 31) The amount of county supplement, which is included in the total reported program expenditures shown here, and on the graph on page 31, can fluctuate widely from year to year. Some counties choose to report only personnel and a few related expenses, and absorb the rest of the cost of the program in the county budget without reporting it. Others report larger amounts, and rely on the county supplement to cover non-allowable costs. (OSHP is working to eliminate this practice through the monitoring process.) Because of this, the county supplement should be used only as a general indicator of the degree of additional support that is provided by the counties for the secondary road patrol program, and should not be used for comparisons from year to year.

V. SYNOPSIS OF ACTIVITIES

Activity Levels Per Deputy for FY02 (Based on 193.0* SRP Deputies) (See chart on page 37)

OUIL arrests per deputy	10
Criminal arrests per deputy	37
Motorist assists per deputy	32
Traffic crash investigations per deputy	87
Enforcement assists per deputy	92

Criminal complaints per deputy	111
Traffic citations per deputy	573

Cumulative Figures for All Participating Counties in FY02

Arrests in county parks.....	164
Community safety training sessions.....	6,766
Hours of instruction offered	18,673
Citizens instructed.....	152,736
Assists to other state and local agencies	6,089
Criminal arrests	7,184
Citations in county parks	8,114
Law enforcement assists to their own agency.....	17,799
Motorist assists	6,216
Vehicles inspected	5,254
Traffic crash investigations.....	16,827
Criminal reports.....	21,343
Traffic stops	133,035
Traffic citations	110,581
Miles of patrol.....	4,287,794

**FY02 SRP program supported full-time equivalent of 193 deputies as reported through semi-annual reports submitted to OHSP by participating counties*

CONCLUSION

The Secondary Road Patrol and Traffic Accident Prevention Program has been in operation since FY79. This report is published annually to document activity and evaluate the effectiveness of the program. While it is possible to make comparisons of activity between individual program years, no “base line” data exists for activity prior to October 1, 1978. It is impossible, therefore, to determine what additional activity took place in FY02 that did not take place prior to October 1, 1978.

The *Michigan Traffic Crash Facts*, published annually by the Office of Highway Safety Planning, separates road types into categories to allow a comparison of the number of crashes and the vehicle miles traveled on county and local roads to the experience on state roads. Michigan’s “traffic crash death rate” (traffic deaths per 100 million motor vehicle miles traveled on all road types) has dropped from 1.9 in 1990 to 1.4 in 2001; a 26.3% decrease. The Office of Highway Safety Planning believes that the SRP program has played a significant role in Michigan’s traffic safety picture, and that having a visible law enforcement presence on secondary roads has had a positive impact on driver behavior.

PUBLIC ACT 416 OF 1978

Executive Order #1989-4 (October 1, 1989) transferred administration of the SRP program from the Department of Management & Budget's Office of Criminal Justice to the Department of State Police's Office of Highway Safety Planning. References to "Office of Criminal Justice" may, therefore, be replaced with "Office of Highway Safety Planning."

Sec. 51.76 (1) As used in this section, "county primary roads", "county local roads", and "state trunk line highways" mean the same as those terms are defined in Act No. 51 of the Public Acts of 1951, as amended, being sections 247.651 to 247.673 of the Michigan Compiled Laws. However, state trunk line highways does not include freeways as defined in section 18a of Act No. 300 of the Public Acts of 1949, being section 257.18a of the Michigan Compiled Laws.

(2) Each sheriff's department shall provide the following services within the county in which it is established and shall be the law enforcement agency primarily responsible for that county: except for those portions of the county primary roads and county local roads within the boundaries of a city or village; and on those portions of any other highway or road within the boundaries of a county park within that county:

(a) Patrolling and monitoring traffic violations.

(b) Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's department while providing the patrolling and monitoring required by this subsection.

(c) Investigating accidents involving motor vehicles.

(d) Providing emergency assistance to persons on or near a highway or road patrolled and monitored as required by this subsection.

(3) Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide the services described in subsection (2)(a), (c), and (d) on those portions of county primary roads and county local roads and state trunk line highways within the boundaries of the city or village, which are designated by the city or village in the resolution. Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide a vehicle inspection program on those portions of the county primary roads and county local roads within the boundaries of the city or village, which are designated by the legislative body of the city or village in the resolution. A resolution adopted by a city or village under this subsection shall not take effect unless the resolution is approved by the county board of commissioners of the county in which the city or village is located. A resolution of the city or village which is neither approved or disapproved by the county board of commissioners within 30 days after the resolution is received by the county board of commissioners shall be considered approved by the county board of commissioners. A

resolution adopted by a city or village to request services under this subsection shall be void if the city or village reduces the number of sworn law enforcement officers employed by the city or village below the highest number of sworn law enforcement officers employed by the city or village at any time within the 36 months immediately preceding the adoption of the resolution. A concurrent resolution adopted by a majority vote of the Senate and the House of Representatives which states that the city or village is required to reduce general services because of economic conditions and is not reducing law enforcement services shall be presumptive that the city or village has not violated the strictures of this subsection.

(4) This section shall not be construed to decrease the statutory or common law powers and duties of the law enforcement agencies of this state or of a county, city, village, or township of this state.

Sec. 51.77 (1) Before a county may obtain its grant from the amount annually appropriated for secondary road patrol and traffic accident prevention to implement section 76, the county shall enter into an agreement for the secondary road patrol and traffic accident prevention services with the office of criminal justice. A county applying for a grant for secondary road patrol and traffic accident prevention shall provide information relative to the services to be provided under section 76 by the sheriff's department of the county, which information shall be submitted on forms provided by the office of criminal justice. By April 1 of each year following a year for which the county received an allocation, a county which receives a grant for secondary road patrol and traffic accident prevention shall submit a report to the office of criminal justice on a form provided by the office of criminal justice. The report shall contain the information described in subsection (6). An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions, and is not merely reducing law enforcement services.

(2) A grant received by a county for secondary road patrol and traffic accident prevention shall be expended only for the purposes described in section 76 pursuant to the recommendations of the sheriff of that county, and which are approved by the county board of commissioners. The recommendations shall be relative to the following matters:

(a) Employing additional personnel to provide the services described in section 76(2) and (3).

(b) Purchasing additional equipment for providing the services described in section 76(2) and (3) and operating and maintaining that equipment.

(c) Enforcing laws in state parks and county parks within the county.

(d) Providing selective motor vehicle inspection programs.

(e) Providing traffic safety information and education programs in addition to those programs provided before September 28, 1978.

(3) The sheriff's department of a county is required to provide the expanded services described in section 76 only to the extent that state funds are provided.

(4) For the fiscal years beginning October 1, 1980, and October 1, 1981, a county's share of the amount annually appropriated for secondary road patrol and traffic accident prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to section 12 of Act No. 51 of the Public Acts of 1951, as amended, being section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976, through June 30, 1977.

(5) From the amount annually appropriated for secondary road patrol and traffic accident prevention, the office of criminal justice may be allocated up to 1% for administrative, planning, and reporting purposes.

(6) The annual report required under subsection (1) shall include the following:

(a) A description of the services provided by the sheriff's department of the county under section 76, other than the services provided in a county park.

(b) A description of the services provided by the sheriff's department of the county under section 76 in county parks in the county.

(c) A copy of each resolution by a city or village of the county which requests the sheriff's department of the county to provide the services described in section 76.

(d) A copy of each contract between a county and a township of the county in which township the sheriff's department is providing a law enforcement service.

(e) The recommendations of the sheriff's department of the county on methods of improving the services provided under section 76; improving the training programs of law enforcement officers; and improving the communications system of the sheriff's department.

(f) The total number of sworn officers in the sheriff's department.

(g) The number of sworn officers in the sheriff's department assigned to road safety programs.

(h) The accident and fatality data for incorporated and unincorporated areas of the county during the preceding calendar year.

(i) The crime statistics for the incorporated and unincorporated areas of the county during the preceding calendar year.

(j) The law enforcement plan developed under subsection (7).

(k) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in the county.

(l) Other information required by the department of management and budget.

(7) The sheriff of each county, the director of the department of state police, and the director of the office of criminal justice or their authorized representatives shall meet and develop a law enforcement plan for the unincorporated areas of the county. The law enforcement plan shall be reviewed and updated periodically.

(8) Before May 1 of each year, the office of criminal justice shall submit a report to the legislature. The report shall contain the following:

(a) A copy of each initial report filed before April 1 of that year and a copy of each annual report filed before April 1 of that year under subsection (6).

(b) The recommendations of the office of criminal justice on methods of improving the coordination of the law enforcement agencies of this state and the counties, cities, villages, and townships of this state; improving the training programs for law enforcement officers; and improving the communications systems of those agencies.

(c) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in this state.

(9) From the 1% allocated to the office of criminal justice for administration, planning, and reporting, the office of criminal justice shall conduct an impact and cost effectiveness study which will review state, county, and local road patrol and traffic accident prevention efforts. This study shall be conducted in cooperation with the Michigan sheriffs' association, the Michigan association of chiefs of police, and the department of state police. Annual reports on results of the study shall be submitted to the senate and house appropriations committees by April 1 of each year.

TABLES, CHARTS AND GRAPHS

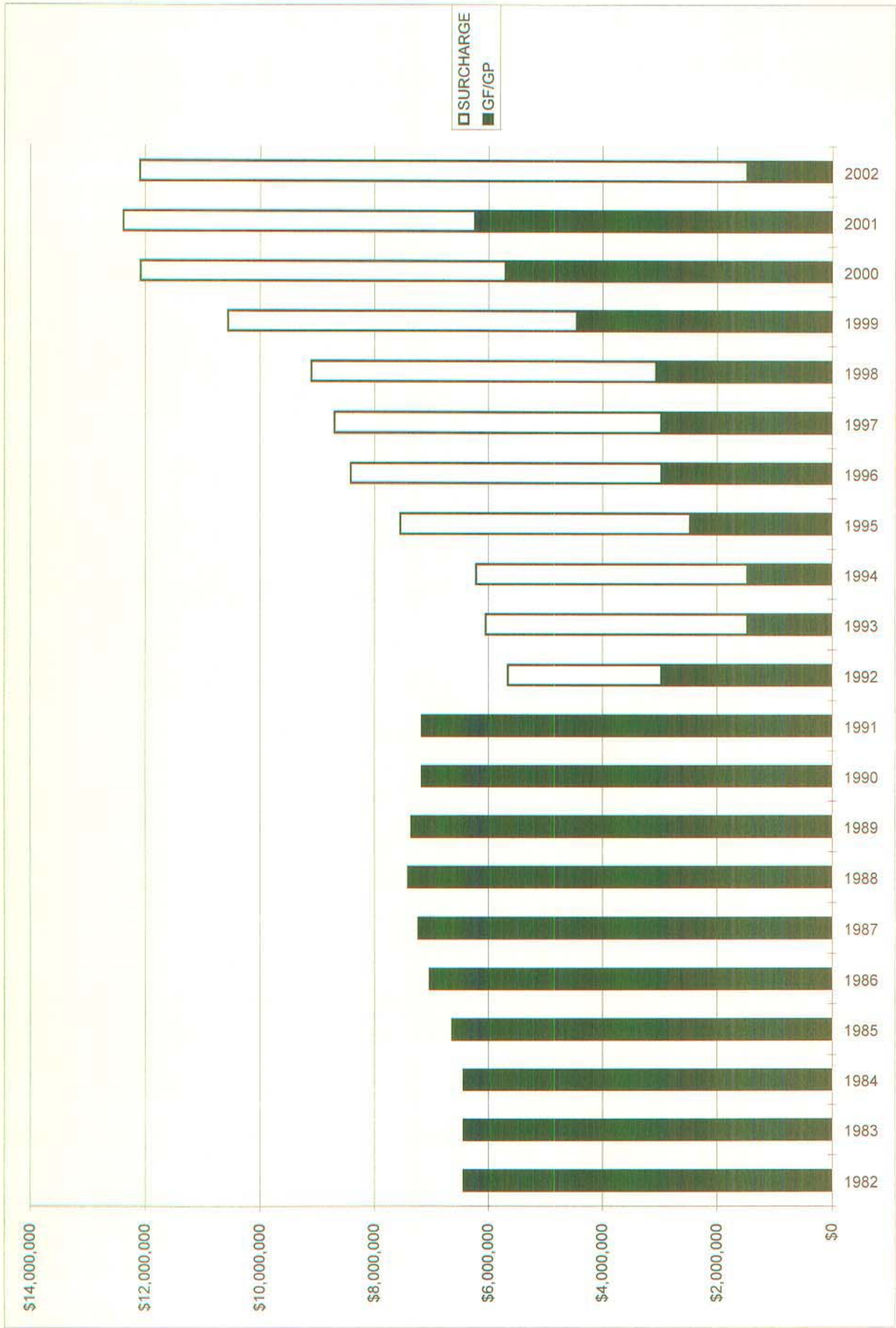
**OFFICE OF HIGHWAY SAFETY PLANNING
SRP APPROPRIATION HISTORY**

	FISCAL YEAR	GENERAL FUND APPROPRIATION	SEC RD PATROL APPROPRIATION	TOTAL APPROPRIATION
COMBINED	1979	\$8,700,000.00	\$0.00	\$8,700,000.00
COMBINED	1980	\$8,700,000.00	\$0.00	\$8,700,000.00
COMBINED	1981	\$6,400,000.00	\$0.00	\$6,400,000.00
COMBINED	1982	\$6,500,000.00	\$0.00	\$6,500,000.00
COMBINED	1983	\$6,500,000.00	\$0.00	\$6,500,000.00
COMBINED	1984	\$6,500,000.00	\$0.00	\$6,500,000.00
COMBINED	1985	\$6,700,000.00	\$0.00	\$6,700,000.00
COMBINED	1986	\$7,100,000.00	\$0.00	\$7,100,000.00
COMBINED	1987	\$7,300,000.00	\$0.00	\$7,300,000.00
COMBINED	1988	\$7,480,000.00	\$0.00	\$7,480,000.00
COMBINED	1989	\$7,423,900.00	\$0.00	\$7,423,900.00
COMBINED (See Note Below)	1990	\$7,239,500.00	\$0.00	\$7,239,500.00
PROGRAM	1991	\$7,165,500.00	\$0.00	\$7,165,500.00
ADMINISTRATION	1991	\$74,000.00	\$0.00	\$74,000.00
		<hr/> \$7,239,500.00	<hr/> \$0.00	<hr/> \$7,239,500.00
PROGRAM	1992	\$2,968,900.00	\$3,744,500.00	\$6,713,400.00
ADMINISTRATION	1992	\$72,600.00	\$0.00	\$72,600.00
		<hr/> \$3,041,500.00	<hr/> \$3,744,500.00	<hr/> \$6,786,000.00
PROGRAM	1993	\$1,468,900.00	\$5,244,500.00	\$6,713,400.00
ADMINISTRATION	1993	\$75,100.00	\$0.00	\$75,100.00
		<hr/> \$1,544,000.00	<hr/> \$5,244,500.00	<hr/> \$6,788,500.00
PROGRAM	1994	\$1,468,900.00	\$5,244,500.00	\$6,713,400.00
ADMINISTRATION	1994	\$75,700.00	\$0.00	\$75,700.00
		<hr/> \$1,544,600.00	<hr/> \$5,244,500.00	<hr/> \$6,789,100.00
PROGRAM	1995	\$2,468,900.00	\$4,644,500.00	\$7,113,400.00
ADMINISTRATION	1995	\$77,500.00	\$0.00	\$77,500.00
		<hr/> \$2,546,400.00	<hr/> \$4,644,500.00	<hr/> \$7,190,900.00
PROGRAM	1996	\$2,968,900.00	\$5,044,100.00	\$8,013,000.00
FY95 Carry-Forward	1996	\$0.00	\$900,000.00	\$900,000.00
ADMINISTRATION	1996	\$79,300.00	\$0.00	\$79,300.00
		<hr/> \$3,048,200.00	<hr/> \$5,944,100.00	<hr/> \$8,992,300.00
PROGRAM	1997	\$2,970,600.00	\$5,535,200.00	\$8,505,800.00
FY96 Carry-Forward	1997	\$0.00	\$800,000.00	\$800,000.00
ADMINISTRATION	1997	\$77,600.00	\$0.00	\$77,600.00
		<hr/> \$3,048,200.00	<hr/> \$6,335,200.00	<hr/> \$9,383,400.00
PROGRAM	1998	\$3,059,700.00	\$5,701,300.00	\$8,761,000.00
ADMINISTRATION	1998	\$78,100.00	\$0.00	\$78,100.00
		<hr/> \$3,137,800.00	<hr/> \$5,701,300.00	<hr/> \$8,839,100.00
PROGRAM	1999	\$4,452,100.00	\$6,069,000.00	\$10,521,100.00
ADMINISTRATION	1999	\$80,500.00	\$0.00	\$80,500.00
		<hr/> \$4,532,600.00	<hr/> \$6,069,000.00	<hr/> \$10,601,600.00
PROGRAM	2000	\$5,702,100.00	\$6,152,300.00	\$11,854,400.00
ADMINISTRATION	2000	\$83,300.00	\$0.00	\$83,300.00
		<hr/> \$5,785,400.00	<hr/> \$6,152,300.00	<hr/> \$11,937,700.00
PROGRAM	2001	\$6,240,900.00	\$6,152,300.00	\$12,393,200.00
ADMINISTRATION	2001	\$86,200.00	\$0.00	\$86,200.00
		<hr/> \$6,327,100.00	<hr/> \$6,152,300.00	<hr/> \$12,479,400.00
PROGRAM	2002	\$1,480,000.00	\$10,902,300.00	\$12,382,300.00
ADMINISTRATION	2002	\$123,800.00	\$0.00	\$123,800.00
		<hr/> \$1,603,800.00	<hr/> \$10,902,300.00	<hr/> \$12,506,100.00

NOTE: Prior to 1991, Program and Administration appropriation was combined. The department administering the SRP program was allowed to spend up to 1% of the general fund appropriation. Beginning in FY91, Program and Administration became line item appropriations.

Beginning in December of 2002, the surcharge on moving violations, which funds the restricted portion of the appropriation, was doubled. The general fund appropriation was decreased for 2002, and will be eliminated in 2003.

SRP Program Funding



History of SRP Program Expenditures

FISCAL YEAR	AVAILABLE TO COUNTIES	EXPENDED BY COUNTIES
1979	\$8,700,000	\$7,363,066
1980	\$8,400,000	\$7,821,779
1981	\$6,293,700	\$5,771,668
1982	\$6,275,000	\$6,236,537
1983	\$6,200,000	\$5,948,375
1984	\$6,500,000	\$6,302,485
1985	\$6,700,000	\$6,476,408
1986	\$7,100,000	\$6,847,170
1987	\$7,300,000	\$6,948,671
1988	\$7,424,000	\$7,087,056
1989	\$7,423,900	\$7,070,364
1990	\$7,239,500	\$6,757,680
1991	\$6,507,800	\$6,058,307
1992	\$5,664,999	\$5,519,269
1993	\$6,204,340	\$6,173,778
1994	\$6,000,000	\$5,815,355
1995	\$7,200,000	\$6,984,916
1996	\$8,900,000	\$8,583,919
1997	\$9,400,000	\$9,101,059
1998	\$9,000,000	\$8,649,438
1999	\$11,500,000	\$10,739,979
2000	\$12,000,000	\$11,435,192
2001	\$13,500,000	\$12,766,294
2002	\$12,385,600	\$12,156,256

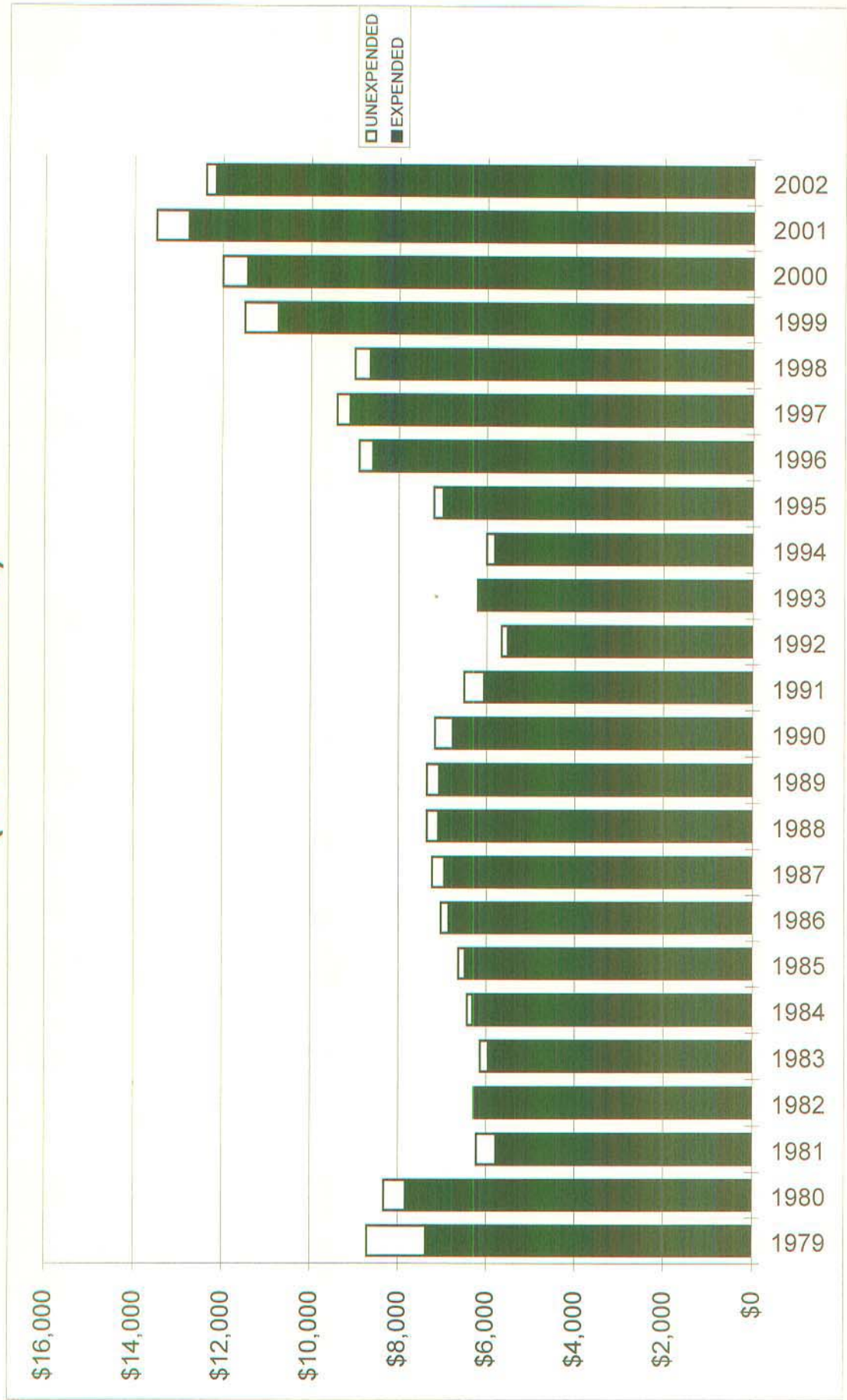
Secondary Road Patrol FY 2002 Allocation

2002 GENERAL FUND APPROPRIATION:	\$1,480,000
ESTIMATED SURCHARGE REVENUE	<u>\$10,905,600</u>
(Includes carryforward from prior year)	
2002 STATE ALLOCATION	\$12,385,600

<u>COUNTY</u>	<u>ALLOCATION PERCENTAGE</u>	<u>COUNTY ALLOCATION</u>	<u>MAINTENANCE OF EFFORT REQUIREMENT</u>
ALCONA	0.393	48,675	4.0
ALGER	0.322	39,882	0.0
ALLEGAN	1.216	150,609	18.0
ALPENA	0.578	71,589	1.0
ANTRIM	0.465	57,593	7.0
ARENAC	0.396	49,047	3.0
BARAGA	0.310	38,395	0.0
BARRY	0.692	85,708	11.0
BAY	1.499	185,660	23.0
BENZIE	0.353	43,721	4.0
BERRIEN	2.075	257,001	24.0
BRANCH	0.747	92,520	18.0
CALHOUN	1.762	218,234	17.0
CASS	0.766	94,874	14.0
CHARLEVOIX	0.442	54,744	7.0
CHEBOYGAN	0.563	69,731	2.0
CHIPPEWA	0.706	87,442	6.0
CLARE	0.531	65,768	4.0
CLINTON	0.857	106,145	9.0
CRAWFORD	0.369	45,703	3.0
DELTA	0.696	86,204	5.0
DICKINSON	0.491	60,813	3.0
EATON	1.090	135,003	17.0
EMMET	0.514	63,662	10.0
GENESEE	4.380	542,489	21.0
GLADWIN	0.467	57,841	5.0
GOGEBIC	0.415	51,400	6.0
GRAND TRAVERSE	0.836	103,544	19.0
GRATIOT	0.782	96,855	7.0
HILLSDALE	0.758	93,883	9.0
HOUGHTON	0.570	70,598	4.0
HURON	0.838	103,791	13.0
INGHAM	2.310	286,107	12.0
IONIA	0.749	92,768	9.0
IOSCO	0.626	77,534	10.5
IRON	0.389	48,180	1.0
ISABELLA	0.782	96,855	7.0
JACKSON	1.926	238,547	24.0
KALAMAZOO	2.010	248,951	27.0

<u>COUNTY</u>	<u>ALLOCATION PERCENTAGE</u>	<u>COUNTY ALLOCATION</u>	<u>OF EFFORT REQUIREMENT</u>
KALKASKA	0.435	53,877	4.0
KENT	4.123	510,658	77.0
KEWEENAW	0.188	23,285	2.0
LAKE	0.422	52,267	4.0
LAPEER	0.925	114,567	7.0
LEELANAU	0.389	48,180	7.0
LENAWEE	1.221	151,228	24.0
LIVINGSTON	1.032	127,819	15.0
LUCE	0.279	34,556	0.0
MACKINAC	0.366	45,331	5.0
MACOMB	5.173	640,707	68.0
MANISTEE	0.569	70,474	5.0
MARQUETTE	0.906	112,214	11.0
MASON	0.555	68,740	10.0
MECOSTA	0.597	73,942	2.5
MENOMINEE	0.650	80,506	2.0
MIDLAND	0.833	103,172	19.0
MISSAUKEE	0.415	51,400	1.0
MONROE	1.733	214,642	36.0
MONTCALM	0.836	103,544	13.0
MONTMORENCY	0.352	43,597	0.0
MUSKEGON	1.590	196,931	23.0
NEWAYGO	0.774	95,865	12.0
OAKLAND	8.459	1,047,698	48.0
OCEANA	0.562	69,607	8.0
OGEMAW	0.461	57,098	4.0
ONTONAGON	0.356	44,093	6.0
OSCEOLA	0.486	60,194	0.0
OSCODA	0.360	44,588	4.0
OTSEGO	0.448	55,487	9.0
OTTAWA	1.907	236,193	23.0
PRESQUE ISLE	0.427	52,887	5.0
ROSCOMMON	0.455	56,354	11.0
SAGINAW	2.472	306,172	25.0
ST. CLAIR	1.629	201,761	18.0
ST. JOSEPH	0.801	99,209	10.0
SANILAC	0.899	111,347	10.0
SCHOOLCRAFT	0.301	37,281	0.0
SHIAWASSEE	0.917	113,576	15.0
TUSCOLA	0.967	119,769	11.0
VANBUREN	0.901	111,594	0.0
WASHTENAW	2.196	271,988	34.0
WAYNE	14.407	1,784,393	60.0
WEXFORD	0.555	68,740	9.0
TOTALS	1.000	\$12,385,600	

SRP Program Funds Expended (in thousands)



SRP Program - County Contributions Only (in thousands)(see * on page 12 for additional explanation)

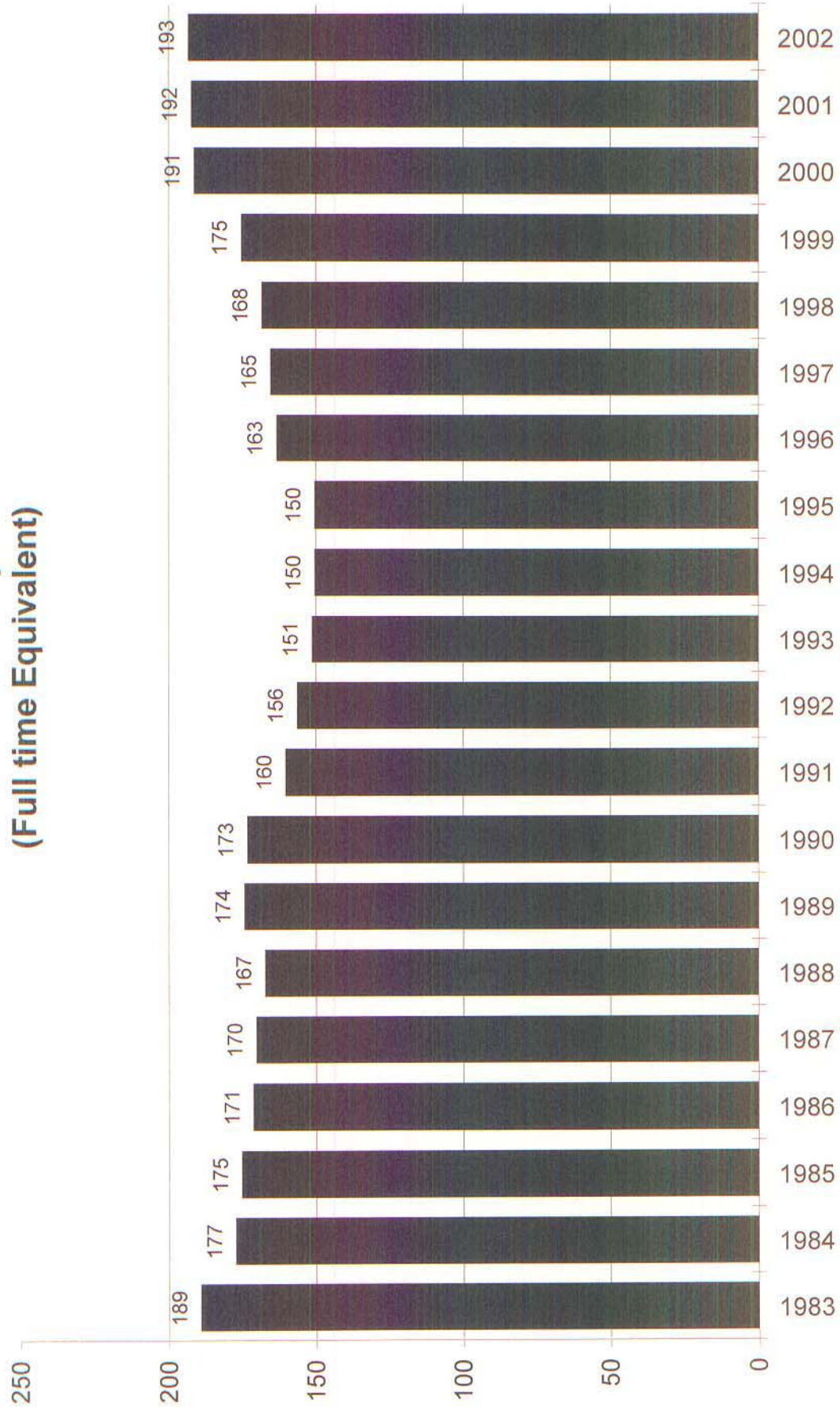


Comparison of Number of SRP Deputies and County Funded Road Patrol Deputies *

FISCAL YEAR	PROGRAM YEAR	SRP ROAD PATROL DEPUTIES	COUNTY FUNDED DEPUTIES
1979	1st	287.0	1,123.0
1980	2nd	291.3	N/A
1981	3rd	215.4	N/A
1982	4th	194.2	1,296.0
1983	5th	188.7	1,301.1
1984	6th	176.7	1,310.2
1985	7th	174.7	1,294.0
1986	8th	171.1	1,281.3
1987	9th	170.1	1,301.9
1988	10th	167.0	1,316.5
1989	11th	173.7	1,304.5
1990	12th	173.4	1,286.4
1991	13th	159.5	1,302.5
1992	14th	155.5	1,363.2
1993	15th	150.5	1,328.1
1994	16th	150.0	1,287.0
1995	17th	150.1	1,301.3
1996	18th	162.5	1,335.2
1997	19th	164.7	1,328.0
1998	20th	167.6	1,386.7
1999	21st	175.0	1,417.4
2000	22nd	191.0	1,476.7
2001	23rd	192.0	1,434.3
2002	24th	192.7	1,521.1

*Number of full-time equivalent deputies as reported through semi-annual reports submitted to OHSP by participating counties.

Number of SRP Deputies (Full time Equivalent)



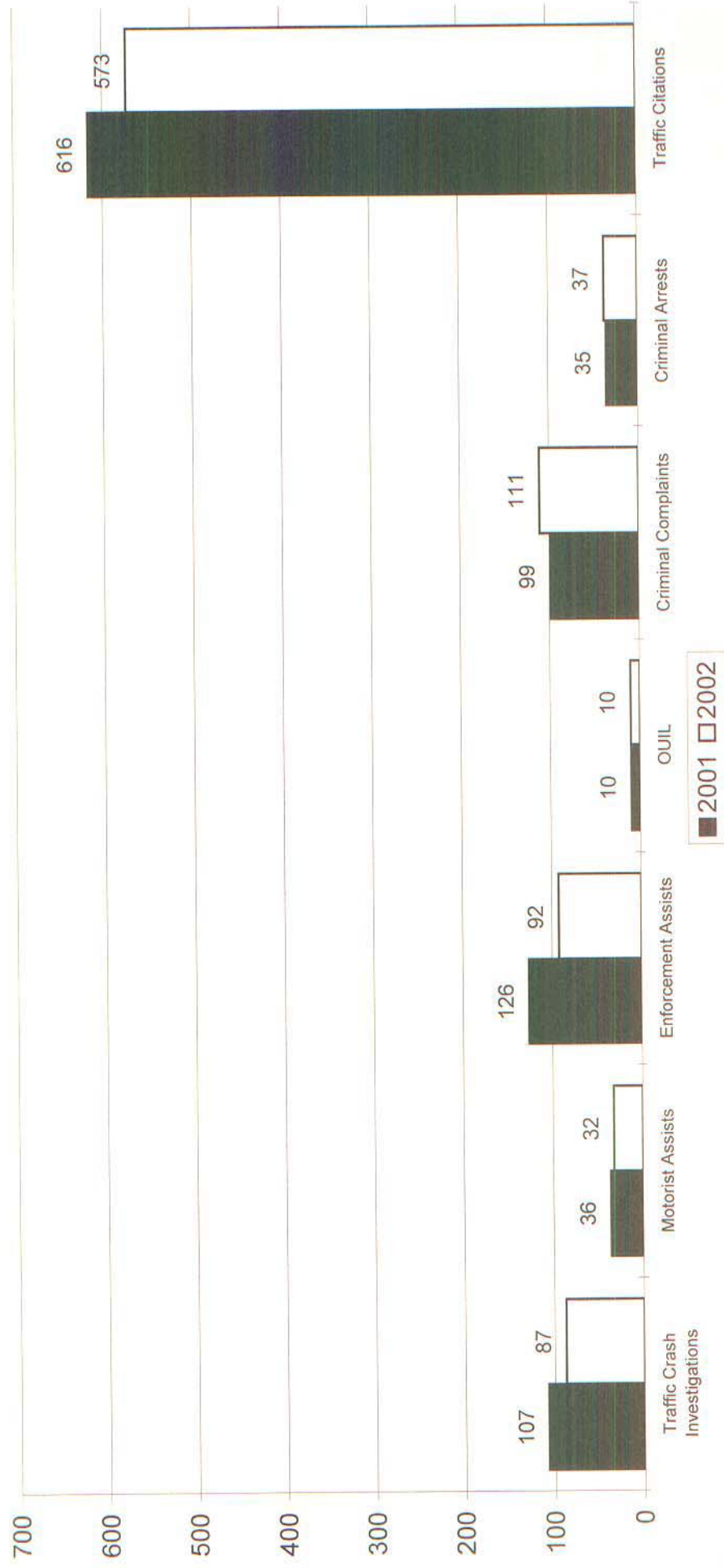
FY02 Average Activities per SRP Deputy



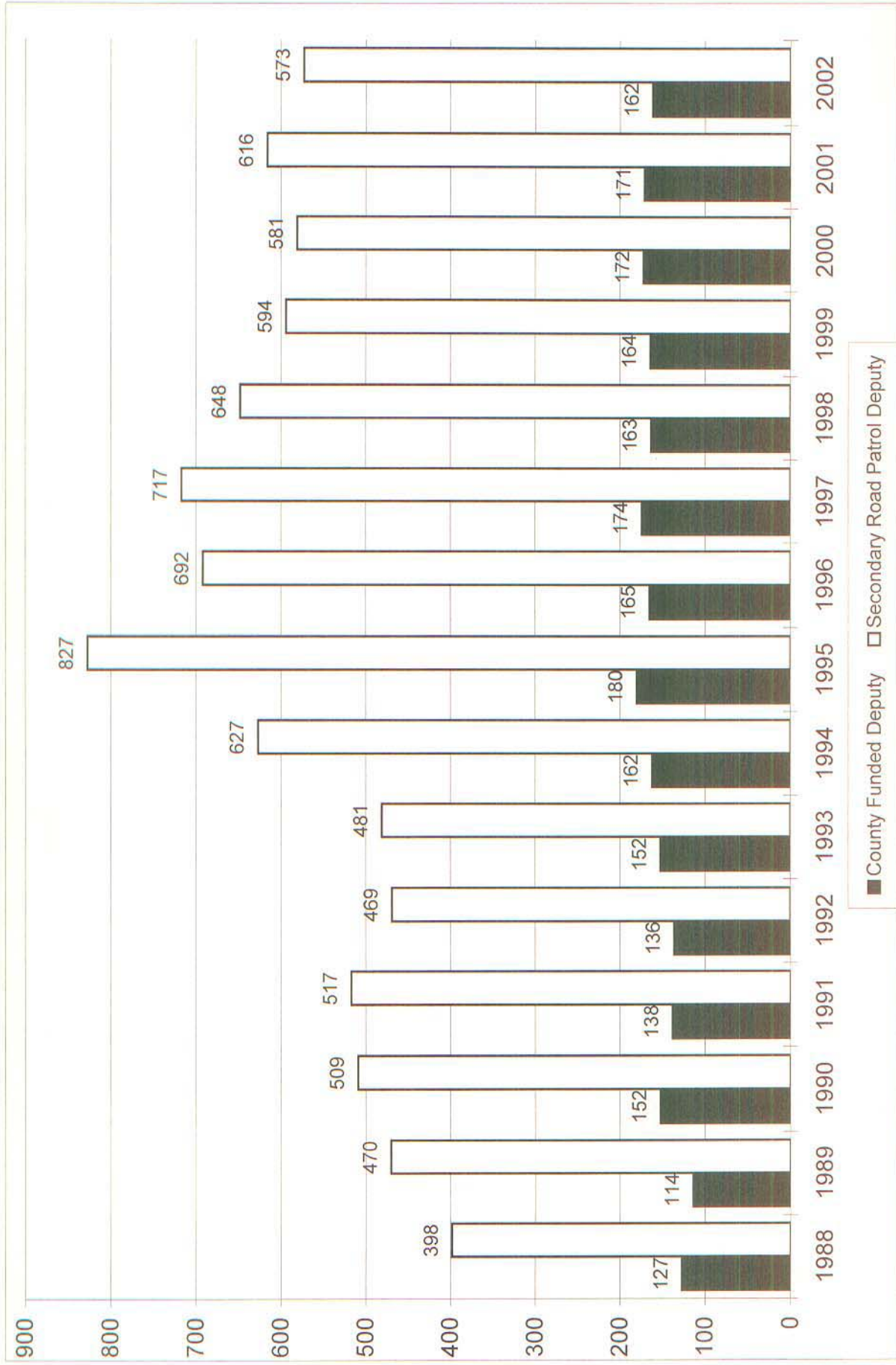
Comparison of Average Activities per SRP Deputy (1992 vs. 2002)



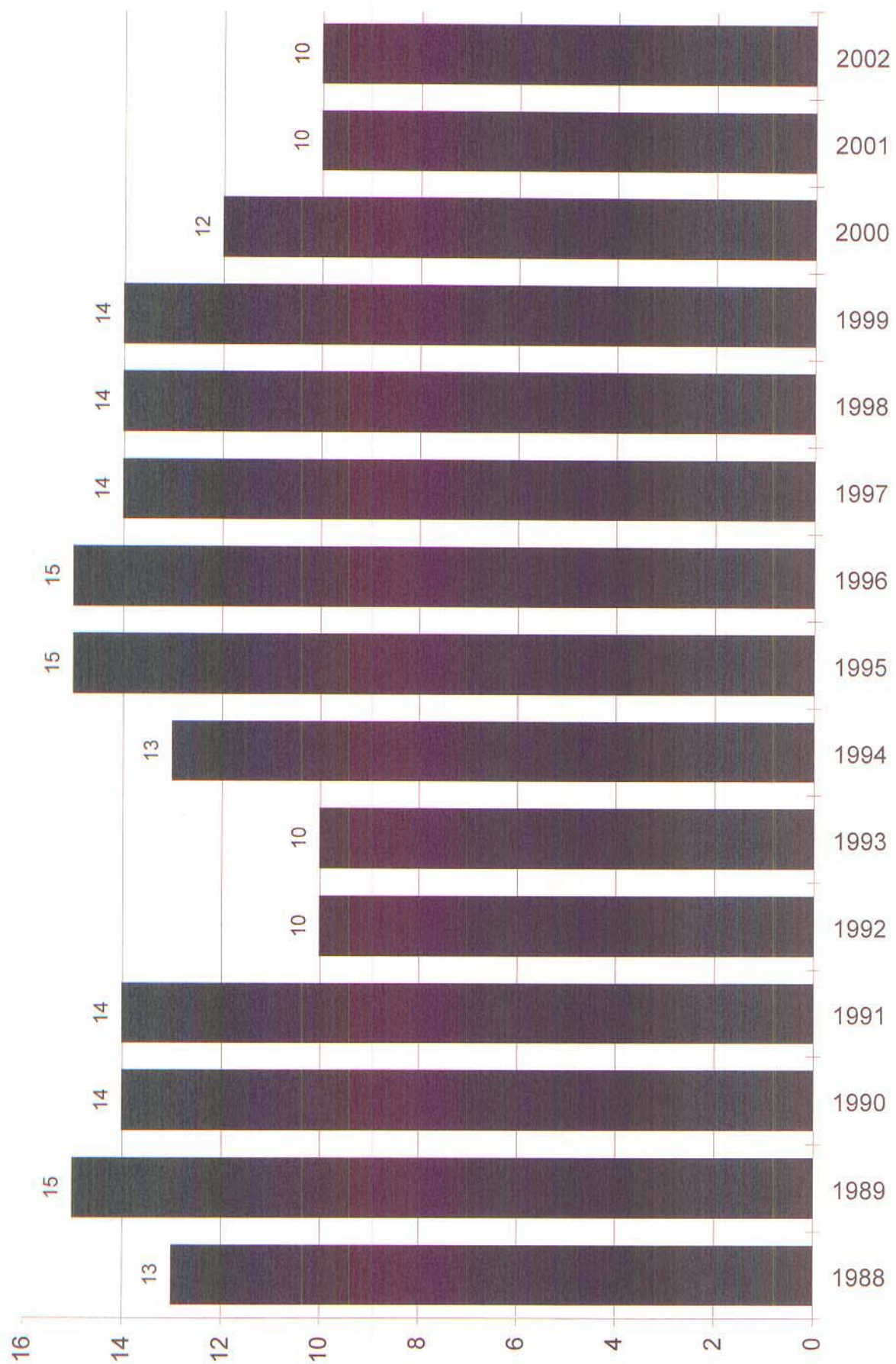
Comparison of Average Activities per SRP Deputy (2001 vs 2002)



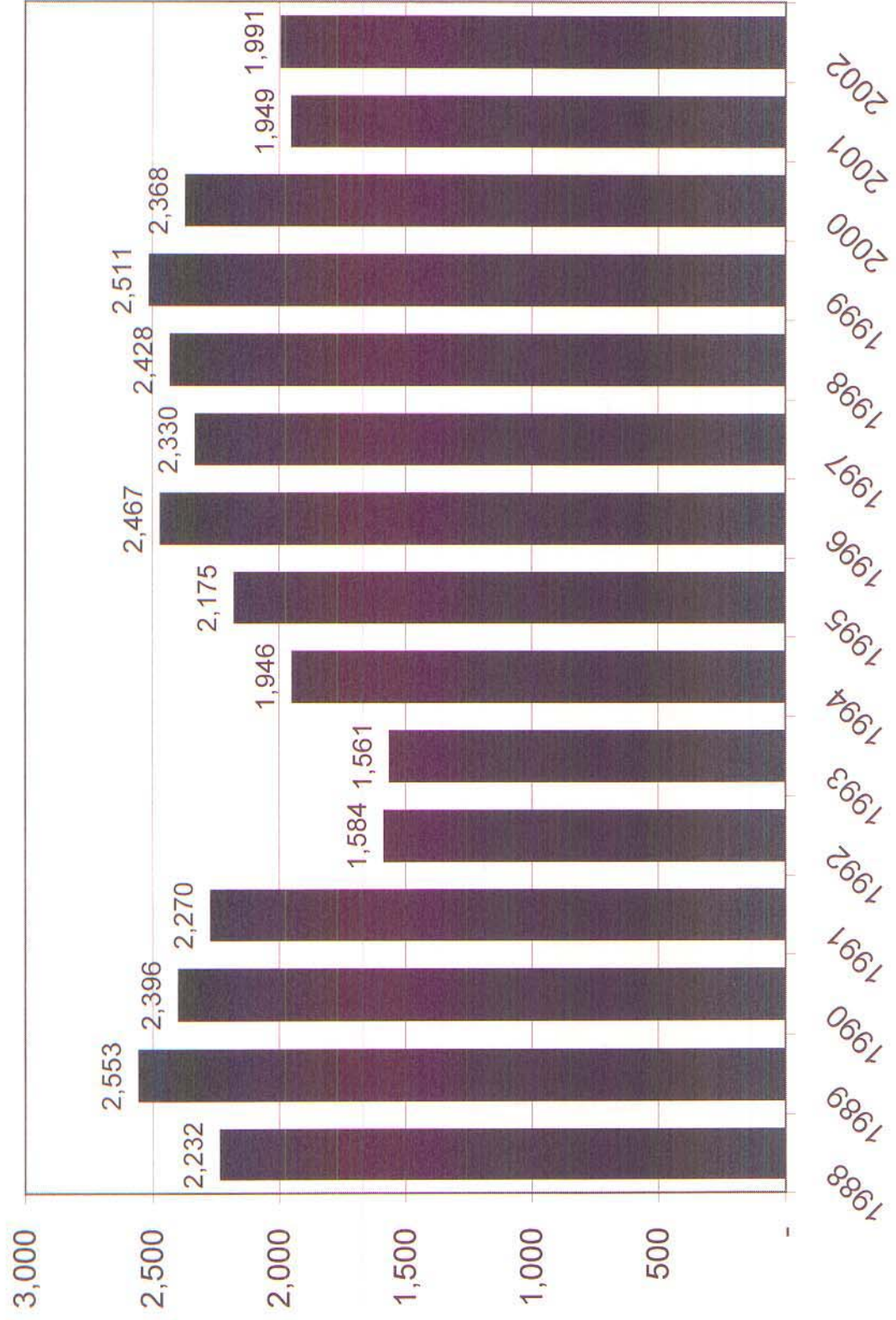
Average Traffic Citations per Deputy



Average OUIL Arrests per SRP Deputy



Total OUIL Arrests by SRP Deputies



2000-2001 MICHIGAN TRAFFIC CRASH SUMMARY TRENDS

- Michigan experienced a **3.9** percent decrease in traffic fatalities, as well as a **7.8** percent decrease in injuries and a **5.7** percent decrease in crashes.
- Deaths among vehicle occupants (drivers and passengers) decreased **4.3** percent.
- Persons sustaining "A" level injuries (the most serious) decreased **11.9** percent.

	2000	2001	%CHANGE
NUMBER OF CRASHES			
Fatal Crashes	1,237	1,206	-2.5
Personal Injury Crashes	87,043	80,922	-7.0
Property Damage Crashes	336,572	318,685	-5.3
Total	424,852	400,813	-5.7
ALCOHOL-INVOLVED CRASHES			
Fatal Crashes	407	419	2.9
Personal Injury Crashes	7,222	6,484	-10.2
Property Damage Crashes	9,686	8,876	-8.4
Total	17,315	15,779	-8.9
ALCOHOL-INVOLVED FATAL CRASHES			
Had Been Drinking (HBD)	407 (32.9)	419 (34.7)	2.9
Had Not (HNBD)/Not Known if Drinking ..	830 (67.1)	787 (65.3)	-5.2
PERSONS IN CRASHES			
Killed	1,382	1,328	-3.9
Injured	121,826	112,294	-7.8
Not Injured	578,140	530,363	-8.3
Unknown Injury	73,771	78,567	6.5
Total	775,119	722,552	-6.8
PERSONS IN ALCOHOL-INVOLVED CRASHES			
Killed	459	461	0.4
Injured	10,444	9,431	-9.7
Not Injured	16,869	15,141	-10.2
Unknown Injury	2,084	2,020	-3.1
Total	29,856	27,053	-9.4
PERSONS INJURED BY GENDER			
Male	55,902	50,835	-9.1
Female	62,921	57,318	-8.9
Unknown Gender	3,003	4,141	37.9
Total	121,826	112,294	-7.8
PERSONS INJURED BY SEVERITY			
"A" Injury	11,956	10,530	-11.9
"B" Injury	29,090	26,350	-9.4
"C" Injury	80,780	75,414	-6.6
Total	121,826	112,294	-7.8

Note: The 2000 & 2001 information provided for alcohol contains data for alcohol-related crashes only.

2002 Secondary Road Patrol Summary from Semi-Annual Reports

	Average Full Time SRP Officer	Average County Funded Officers	Average Funded by Local Government Contracts	Average Other Funds	Total Miles by SRP Funded Officers	Total Miles by County Funded Officers	Total Stops by SRP Funded Officers	Total Stops by County Funded Officers	Total Stops
ALCONA	2	12.75	0	0	94,961	228,077	323,038	1,809	2,707
ALGER	1.5	0	0	0	11,964	-	11,964	-	77
ALLEGAN	4	31.5	10	13	73,251	717,442	790,693	3,789	12,718
ALPENA	1	10.5	0	1.25	24,050	124,296	148,346	1,506	2,289
ANTRIM	2	11.75	0	1	27,724	256,758	284,482	2,808	3,468
ARENAC	1	5.75	1	2.5	25,459	125,094	150,553	2,030	2,493
BARAGA	1	4	0	0	20,898	46,538	67,436	145	321
BARRY	1.25	22.5	4	1.5	27,410	239,122	266,532	1,838	2,399
BAY	3	19.5	6.5	5.25	47,603	324,504	372,107	3,966	6,813
BENZIE	1	10	0	1	26,204	229,822	256,026	1,431	1,632
BERRIEN	4	11.5	12.5	0	101,535	549,410	650,945	7,689	10,227
BRANCH	2	15	0	0	64,869	436,246	501,115	3,407	6,904
CALHOUN	3	17.5	2	0	80,740	568,790	649,530	5,068	8,184
CASS	2	20	6	2	55,237	630,930	686,167	3,785	4,713
CHARLEVOIX	1	14	0	0	23,453	237,810	261,263	1,553	1,781
CHEBOYGAN	2	10.75	0	1.25	42,066	360,159	402,225	1,482	2,106
CHIPPEWA	3	4	0	2	154,645	178,127	332,772	592	2,043
CLARE	1	19.5	5	3	22,547	303,911	326,458	3,293	4,026
CLINTON	1.1	15	0	2	50,586	352,968	403,554	11,090	12,983
CRAWFORD	1	7.75	0	5.5	40,108	108,841	148,949	906	1,684
DELTA	2	9.5	0	2.5	41,014	265,957	306,971	3,007	3,765
DICKINSON	2	7.25	2.5	0	32,978	136,498	169,476	710	901
EATON	1.85	22	27	3	41,823	434,397	476,220	4,944	6,059
EMMET	1	13	0	3	23,671	417,170	440,841	4,379	5,430
GENESEE	6	30	19	2	124,049	680,936	804,985	3,932	6,687
GLADWIN	1	8	2	0	24,810	182,520	207,330	4,062	4,501
GOGEBIC	1	6	5	1	25,499	167,312	192,811	622	653
GRAND TRAVERSE	2	24	13.5	10.5	47,504	688,400	735,904	9,600	11,657

2002 Secondary Road Patrol Summary from Semi-Annual Reports

	Average Full Time SRP Officer	Average County Funded Officers	Average Funded by Local Government Contracts	Average Other Funds	Total Miles by SRP Officers	Total Miles by County Funded Officers	Total Stops by SRP Funded Officers	Total Stops by County Funded Officers	Total Stops
GRATIOT	2	15.5	0	0	65,031	423,908	488,939	2,741	7,339
HILLSDALE	2	24	0	0	64,409	327,790	392,199	1,895	2,220
HOUGHTON	2	8	0	1	28,588	106,294	134,882	400	1,190
HURON	2	13.75	2.875	1	61,838	356,619	418,457	1,164	3,384
INGHAM	4	0	34	24.5	58,329	520,974	579,303	2,020	11,845
IONIA	2	12	3	2	45,392	260,579	305,971	1,138	3,694
IRON	2	4	0	1	35,353	30,926	66,279	316	106
ISABELLA	2	11	3.5	0	49,211	230,571	279,782	2,475	9,550
JACKSON	4	42	7	2	62,760	477,003	539,763	4,632	6,896
KALAMAZOO	4	34	9	0	82,997	646,893	729,890	2,060	7,618
KALKASKA	7	4	0	0	17,014	237,049	254,063	317	1,384
KENT	6	83	37.5	0	118,639	1,884,737	2,003,376	3,184	18,874
KEWEENAW	1	4	0	0	16,469	52,171	68,640	173	340
LAKE	1	10	4	0	30,411	201,374	231,785	645	2,697
LAPEER	2	15.5	14.25	4.5	42,711	-	42,711	1,515	-
LEELANAU	1	12	2	1	29,810	317,893	347,703	471	2,546
LENAWEE	2	30.5	0	0	50,579	620,361	670,940	3,766	7,408
LIVINGSTON	4	51.5	3	8	79,514	589,296	668,810	4,409	8,486
LUCE	1	1	0	0	33,717	7,611	41,328	2,123	13
MACKINAC	1	5	0	0	29,640	114,390	144,030	907	758
MACOMB	7	145	27.5	11.5	126,105	1,330,238	1,456,343	6,553	22,830
MANISTEE	1	7	0	1	11,272	38,059	49,331	254	2,926
MARQUETTE	2	12	2	0	60,619	210,443	271,062	1,393	1,111
MASON	1.5	17.5	0	1	30,993	236,713	267,706	1,037	6,691
MECOSTA	1.5	14.75	0	2	40,604	310,233	350,837	823	4,023
MENOMINEE	1	11	0	1	39,143	311,207	350,349	456	2,163
MIDLAND	1.5	23.5	0	0	47,282	472,232	519,514	3,635	11,187
MISSAUKEE	1	6.75	0	0	31,356	117,572	148,928	407	1,090
MONROE	3	53.5	13.5	0	56,273	679,246	735,519	3,198	10,269
MONTCALM	2	22	1	0	41,831	290,056	331,887	1,261	1,382
MONTMORENCY	0.53	5.8725	0	0	34,793	189,454	224,247	370	277
									647

2002 Secondary Road Patrol Summary from Semi-Annual Reports

	Average Full Time SRP Officer	Average County Funded Officers	Average Funded by Local Government Contracts	Average Other Funds	Total Miles by SRP Funded Officers	Total Miles by County Funded Officers	Total Stops by SRP Funded Officers	Total Stops by County Funded Officers	Total Stops
MUSKEGON	2	23	4.25	0.75	38,598	660,152	698,750	255	3,837
NEWAYGO	1	21	2	3	37,688	510,461	548,149	1,663	6,571
OAKLAND	9.5	30.5	226.5	0	176,802	-	176,802	3,068	3,068
OCEANA	2	8.5	0	0	62,090	260,742	322,832	965	2,677
OGEMAW	1	12	2	2	24,090	116,982	141,072	1,078	1,529
ONTONAGON	1	7	1.5	0	13,189	133,711	146,900	205	1,832
OSCEOLA	1	10	0	1	35,484	214,146	249,630	913	3,134
OSCODA	1	8	0	0	23,378	168,250	191,628	354	925
OTSEGO	1	9	0	0	16,356	113,817	130,173	353	1,630
OTTAWA	3	57.25	49	0	58,291	780,015	838,306	4,694	5,659
PRESQUE ISLE	1	9	0	0	36,193	143,405	179,598	444	1,062
ROSCOMMON	1	21	0	2	32,230	235,704	267,934	889	4,732
SAGINAW	4	29	3	5	83,991	572,556	656,547	4,293	7,070
SANILAC	2	13	3	4	61,583	372,696	434,279	1,157	3,017
SCHOOLCRAFT	4	0	0	0	12,427	-	12,427	87	-
SHIAWASSEE	3	20	0	0	65,486	-	65,486	2,362	-
ST. CLAIR	2	29	13	0	39,800	680,000	719,800	2,496	4,941
ST. JOSEPH	2	27	2	0	52,633	291,020	343,653	1,855	5,553
TUSCOLA	2	11	2	1	47,364	229,638	277,002	2,096	6,868
VAN BUREN	2	10	7	18	43,736	371,098	414,834	1,739	5,058
WASHTENAW	3	33.75	86.25	3.25	40,170	46,310	86,480	1,322	280
WAYNE	14	29	0	0	325,100	486,298	811,398	9,827	7,623
WEXFORD	1.5	20.5	0	0	61,775	379,286	441,061	544	1,835
TOTALS	192.73	1521.12	681.625	164.75	4,287,794	27,350,213	31,638,007	133,035	332,584
									465,619

2002 Secondary Road Patrol Summary from Semi-Annual Reports

	Total Verbal by SRP Officers	Total Verbal by County Officers	Total Verbal	Total Citations by SRP Officers		Total Citations by County Officers		Total Citations	Total Accidents on Trunk Lines	Accidents on Secondary Roads	Total Accidents	
				Total Verbal	Total Citations	Total Citations	Total Citations				Investigated in Cities and Villages	Accidents
ALCONA	506	1,161	1,667	485	840	1,325	23	93	5	121		
ALGER	34	-	34	48	-	48	4	13	0	17		
ALLEGAN	0	-	0	2,859	7,113	9,972	33	47	0	80		
ALPENA	448	833	1,281	657	587	1,244	13	39	2	54		
ANTRIM	266	1,439	1,705	264	1,369	1,633	17	42	1	60		
ARENAC	288	967	1,255	227	1,216	1,443	9	25	10	44		
BARAGA	160	113	273	36	70	106	16	7	2	25		
BARRY	381	1,708	2,089	729	525	1,254	18	48	0	66		
BAY	562	1,657	2,219	2,285	2,309	4,594	7	128	0	135		
BENZIE	131	907	1,038	70	524	594	150	78	15	243		
BERRIEN	724	4,678	5,402	2,464	3,766	6,230	115	236	13	364		
BRANCH	1,221	2,206	3,427	3,069	1,895	4,964	11	273	0	284		
CALHOUN	904	49	953	3,204	3,985	7,189	139	412	24	575		
CASS	501	3,569	4,070	1,021	3,005	4,026	61	288	0	349		
CHARLEVOIX	223	648	871	98	531	629	35	103	0	138		
CHEBOYGAN	639	563	1,202	477	1,057	1,534	70	98	6	174		
CHIPPEWA	1,132	483	1,615	856	603	1,459	91	90	0	181		
CLARE	359	2,007	2,366	398	1,034	1,432	9	43	1	53		
CLINTON	706	3,246	3,952	1,195	8,356	9,551	61	188	20	269		
CRAWFORD	589	780	1,369	451	614	1,065	68	55	2	125		
DELTA	504	3,209	3,713	494	1,519	2,013	45	114	0	159		
DICKINSON	73	283	356	190	534	724	75	61	10	146		
EATON	634	1,888	2,522	1,817	3,994	5,811	69	319	0	388		
EMMET	857	3,354	4,211	194	1,025	1,219	14	53	0	67		
GENESEE	1,358	2,851	4,209	1,397	1,079	2,476	53	110	23	186		
GLADWIN	113	2,638	2,751	238	1,285	1,523	20	62	1	83		
GOGEBIC	21	326	347	10	286	296	21	17	18	56		
GRAND TRAVERSE	881	4,460	5,341	1,986	4,294	6,280	127	312	1	440		

2002 Secondary Road Patrol Summary from Semi-Annual Reports

County	Total Verbal by SRP Officers	Total Verbal by County Officers	Total Verbals	Total Citations by SRP Officers	Total Citations by County Officers	Total Citations	Total Accidents on Trunk Lines	Accidents on Secondary Roads	Accidents Investigated in Cities and Villages	Total Accidents
GRATIOT	1,557	6,052	7,609	1,575	2,336	3,911	42	54	0	96
HILLSDALE	452	895	1,347	859	1,859	2,718	308	222	25	555
HOUGHTON	242	755	997	158	435	593	29	46	7	82
HURON	1,062	4,712	5,774	542	1,077	1,619	81	114	11	206
INGHAM	821	7,126	7,947	1,314	5,009	6,323	161	467	11	639
IONIA	561	2,292	2,853	746	1,940	2,686	90	125	6	221
IRON	283	48	331	140	63	203	58	59	6	123
ISABELLA	1,176	3,632	4,808	1,299	5,695	6,994	27	194	4	225
JACKSON	511	2,756	3,267	6,407	8,151	14,558	290	628	5	923
KALAMAZOO	649	4,700	5,349	2,147	5,045	7,192	118	420	13	551
KALKASKA	67	319	386	240	1,462	1,702	37	18	1	56
KENT	1,617	12,433	14,050	2,679	9,072	11,751	90	522	7	619
KEWEENAW	136	253	389	37	87	124	17	8	9	34
LAKE	539	2,355	2,894	405	1,087	1,492	31	48	0	79
LAPEER	610	-	610	463	2,245	2,708	7	233	0	240
LEELANAU	276	1,547	1,823	193	999	1,192	36	52	6	94
LENAAWEE	247	2,766	3,013	3,487	4,535	8,022	139	60	0	199
LIVINGSTON	1,623	3,373	4,996	3,800	7,157	10,957	123	253	26	402
LUCE	1,808	10	1,818	349	11	360	13	6	4	23
MACKINAC	422	560	982	746	171	917	5	6	1	12
MACOMB	1,331	11,453	12,784	7,494	14,301	21,795	210	476	4	690
MANISTEE	208	1,047	1,255	61	365	426	8	20	0	28
MARQUETTE	463	754	1,217	1,075	552	1,627	50	61	0	111
MASON	734	7,948	8,682	390	996	1,386	78	227	5	310
MECOSTA	485	2,307	2,792	1,131	2,325	3,456	8	176	2	186
MENOMINEE	300	1,353	1,653	261	1,096	1,357	24	53	6	82
MIDLAND	1,524	4,802	6,326	2,111	5,660	7,771	54	414	34	502
MISSAUKEE	335	723	1,058	130	505	635	25	71	17	113
MONROE	712	-	712	2,310	7,573	9,883	77	112	0	189
MONTCALM	292	888	1,180	1,511	879	2,390	59	235	7	301
MONTMORENCY	277	2,364	2,641	228	1,774	2,002	9	39	0	48

2002 Secondary Road Patrol Summary from Semi-Annual Reports

	Total Verbal by SRP Officers	Total Verbal by County Officers	Total Verbals	Total Citations by SRP Officers	Total Citations by County Officers	Total Citations	Accidents on Trunk Lines	Accidents on Secondary Roads	Accidents Investigated in Cities and Villages	Total Accidents
MUSKOGON	156	1,938	2,094	184	4,207	4,391	26	72	4	102
NEWAYGO	1,158	3,876	5,034	537	1,327	1,864	25	70	3	98
OAKLAND	1,906	4,314	6,220	7,923	48,959	56,882	30	114	0	144
OCEANA	1,304	1,600	2,904	211	977	1,188	25	125	0	150
OGE MAW	472	897	1,369	848	776	1,624	21	49	0	70
ONTONAGON	139	1,514	1,653	66	318	384	23	16	7	46
OSCEOLA	824	2,394	3,218	252	1,607	1,859	25	71	3	99
OSCODA	125	237	362	258	688	946	33	58	0	91
OTSEGO	228	915	1,143	193	1,616	1,809	5	12	0	17
OTTAWA	680	10,131	10,811	4,776	5,979	10,755	15	277	2	294
PRESQUE ISLE	323	848	1,171	121	214	335	32	50	6	88
ROSCOMMON	566	3,494	4,060	334	1,543	1,877	15	10	0	25
SAGINAW	3,464	5,568	9,032	2,204	3,270	5,474	90	279	21	390
SANILAC	654	2,673	3,327	673	1,583	2,256	27	231	3	261
SCHOOLCRAFT	51	-	51	42	-	42	6	2	0	8
SHIAWASSEE	1,166	-	1,166	1,196	-	1,196	72	251	34	357
ST. CLAIR	1,067	-	1,067	1,494	2,174	3,668	82	222	0	304
ST. JOSEPH	451	2,379	2,830	1,526	5,347	6,873	183	393	10	586
TUSCOLA	559	3,978	4,537	2,040	4,082	6,122	42	140	2	184
VAN BUREN	1,269	3,104	4,373	470	1,951	2,421	51	175	1	227
WASHTENAW	237	46	283	1,071	280	1,351	4	174	1	179
WAYNE	2,270	2,030	4,300	12,285	9,531	21,816	0	32	36	68
WEXFORD	319	833	1,152	370	1,290	1,660	61	146	11	218
TOTALS	54,923	189,015	243,938	110,581	245,596	356,177	4,571	11,742	514.5	16,827

2002 Secondary Road Patrol Summary from Semi-Annual Reports

	Total Arrests/ Alcohol	Total Arrests/ Controlled Substances	Total Open Container Citations	Total Open Container Arrests	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments
ALCONA	79	4	19	1	86	55	69	801	47
ALGER	5	0	2	2	144	30	21	30	38
ALLEGAN	42	0	29	0	472	121	0	0	0
ALPENA	8	3	2	0	71	64	12	30	48
ANTRIM	25	0	0	0	237	31	14	9	132
ARENAC	3	1	0	0	132	76	22	69	0
BARAGA	9	2	0	8	17	5	7	10	29
BARRY	19	4	27	4	41	26	25	109	89
BAY	8	5	0	0	150	33	14	88	49
BENZIE	85	4	2	0	512	0	0	0	0
BERRIEN	17	0	2	3	29	13	105	0	0
BRANCH	34	1	4	13	215	176	81	0	27
CALHOUN	154	7	40	40	531	423	266	294	130
CASS	6	1	2	3	39	46	123	163	61
CHARLEVOIX	6	0	0	0	98	76	173	350	149
CHEBOYGAN	0	0	0	0	156	60	41	55	71
CHIPPEWA	21	5	18	3	231	174	66	44	133
CLARE	52	4	15	0	11	3	43	205	17
CLINTON	25	9	30	14	416	113	129	73	37
CRAWFORD	6	0	1	0	384	66	89	498	134
DELTA	11	3	6	1	133	53	90	138	105
DICKINSON	37	1	1	1	126	49	4	12	82
EATON	17	0	19	0	149	120	50	639	98
EMMET	12	2	4	2	0	22	35	0	27
GENESEE	6	1	1	1	0	0	94	2,813	362
GLADWIN	0	0	0	0	24	30	6	61	6
GOGEBIC	0	0	0	0	39	3	6	38	38
GRAND TRAVERSE	51	4	6	0	133	129	95	338	110

2002 Secondary Road Patrol Summary from Semi-Annual Reports

	Total Arrests/ Alcohol	Total Arrests/ Controlled Substances	Total Open Container Citations	Total Open Container Arrests	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments
GRATIOT	0	1	0	0	418	73	29	13	46
HILLSDALE	34	1	9	12	64	41	78	77	29
HOUGHTON	5	0	5	5	191	25	90	17	62
HURON	52	7	4	0	217	32	59	76	97
INGHAM	12	0	2	1	246	110	106	139	115
IONIA	31	2	2	2	330	205	42	81	98
IRON	21	1	7	7	107	92	108	256	232
ISABELLA	0	0	0	0	180	24	80	208	140
JACKSON	55	1	32	3	1,103	151	165	157	174
KALAMAZOO	61	2	13	0	1,192	377	154	579	114
KALKASKA	1	0	0	0	149	12	38	65	32
KENT	50	2	13	0	376	109	147	1,511	93
KEWEENAW	2	0	0	0	57	8	19	1	2
LAKE	11	1	6	6	187	48	110	76	10
LAPEER	12	4	2	0	16	66	111	282	102
LEELANAU	6	0	0	1	132	27	89	43	59
LENAWEE	35	4	9	9	28	35	3	158	15
LIVINGSTON	36	5	16	0	618	295	291	240	107
LUCE	15	0	18	5	61	34	45	6	67
MACKINAC	15	1	8	0	60	43	26	4	37
MACOMB	241	10	63	63	113	359	395	1,455	274
MANISTEE	16	0	16	3	140	56	8	15	28
MARQUETTE	8	0	3	3	135	3	163	134	84
MASON	13	2	0	1	397	52	27	389	41
MECOSTA	0	0	0	0	12	1	119	27	19
MENOMINEE	11	0	5	1	123	87	27	44	54
MIDLAND	36	2	13	0	166	112	145	280	39
MISSAUKEE	6	2	5	5	451	39	67	58	50
MONROE	18	2	17	17	92	74	30	140	41
MONTCALM	31	0	10	0	58	57	209	69	24
MONTMORENCY	1	0	0	1	12	18	37	344	20

2002 Secondary Road Patrol Summary from Semi-Annual Reports

	Total Arrests/		Total Arrests/		Total Crime		Total Motorist Assists	Total Law Enforcement		Total Law Enforcement Assists Other Departments
	Arrests/Alcohol	Controlled Substances	Container Citations	Container Arrests	Reports Filed	Criminal Arrests		Assists Own Department		
MUSKEGON	2	1	0	0	3	4	10	51	25	
NEWAYGO	31	0	24	23	250	132	28	93	67	
OAKLAND	4	1	9	0	60	52	499	623	342	
OCEANA	58	0	50	0	463	166	52	98	69	
OGE MAW	13	0	6	0	118	84	34	27	1	
ONTONAGON	3	0	1	1	39	5	1	9	7	
OSCEOLA	5	1	6	0	290	45	20	184	13	
OSCODA	8	5	12	12	188	57	33	10	12	
OTSEGO	19	3	3	0	70	40	11	25	42	
OTTAWA	8	0	7	0	38	24	76	0	24	
PRESQUE ISLE	13	0	2	0	116	41	6	8	41	
ROSCOMMON	1	0	8	3	99	83	9	61	36	
SAGINAW	77	3	71	71	420	233	160	278	272	
SANILAC	4	0	0	0	50	29	57	136	103	
SCHOOLCRAFT	0	0	0	0	3	5	16	1	17	
SHIAWASSEE	34	0	22	0	1,572	232	93	240	195	
ST. CLAIR	12	0	1	1	55	48	170	307	39	
ST. JOSEPH	4	0	0	0	888	37	14	53	46	
TUSCOLA	5	0	6	0	1	1	13	79	55	
VAN BUREN	26	0	3	23	46	90	78	167	85	
WASHTENAW	21	1	0	8	0	80	9	315	36	
WAYNE	57	24	14	14	4,206	872	32	1,117	197	
WEXFORD	13	0	5	4	361	162	98	106	41	
TOTALS	1,991	150	758	401	21,343	7,184	6,216	17,799	6,089	

Summary information is obtained from the Semi-Annual Reports submitted by the counties. In some cases a county does not track information on a question asked on the semi-annual report, or has not provided the requested information. In those areas, a "-" has been entered above.